

HISTORY REPEATING IN RAILROAD STRIKE

Former Disturbances, Like
Present Crisis, Followed
Period of Depression.

RIOTING IN JULY, 1877

U. S. Troops Sent to Quell
Labor Disorders in Sev-
eral States.

INJUNCTION USED IN 1894

Cleveland's Threat to Call
Army to Deliver Post-
card Lifted Mail Ban.

The history of railroad labor disturbances in the United States since the civil war is a history of economic unrest the fundamental causes of which are strikingly similar, resulting from financial depression. An editorial comment on the situation during the strike of 1877 reflected public sentiment perhaps no less truly than now. It was: "A railroad war of the trunk lines is about as certain in recurrence as smallpox or the change of seasons. Periodically, and with many formalities agreements are made between the rival parties, and periodically but without any formality the agreements thus made are broken."

Attention was diverted from the other features of President Hayes's Administration in July of 1877, by an extensive strike on the railroads which was described by the historian James Ford Rhodes as "amounting almost to a social uprising." It was directly traceable to the depression following the panic of 1873 in which the railroads as a single interest suffered more than any other.

In April, 1877, the railroad presidents of the country entered into a fresh agreement in regard to rates, dividing west bound tonnage under a pooling agreement. Faced with an immense falling off in earnings, due to hard times, they hastily announced a 10 per cent. reduction of wages, put into effect by peremptory order.

U. S. Troops Sent to Scene.

The industrial drama opened at Martinsburg, W. Va., on the Baltimore and Ohio, where, although accepted by other employees, the reduction was resisted by the firemen, who, on July 16, began to leave their trains. The strike spread quickly all over the line. It became little short of a riot with strikers in complete control of a large part of the property within twenty-four hours. The Governor called out the whole State military force, which consisted only of three volunteer companies, an insufficient number to cope with the strikers.

On the eighteenth President Hayes was called upon for aid and sent 250 United States Regulars to Martinsburg. Serious trouble started at Cumberland and Baltimore and soon spread to Pittsburgh and other points in Pennsylvania and to New York. It eventually extended to practically all lines between the Atlantic seaboard and the Missouri River, and lawlessness and unrest invaded most of the Northern States.

New York did not suffer as acutely as some of the neighboring States, largely because of the precautionary measures adopted by Gov. Lucius Robinson. There was no serious disturbance, a considerable army of unemployed, and an anxiety was felt concerning public meetings held under socialist and communistic auspices. Gov. Robinson furnished troops, and three regiments of militia were kept under arms. The old seventh Regiment being kept on duty in its armory 500 yards from Tompkins square, where the strikers and agitators held their meetings.

The year 1884, following the depression of 1884, was another noted as a great "strike year." Owing to the depression a general reduction of wages was announced by the railroads in September of 1884. It was followed by a further reduction in March, 1885, but this was resisted by the shop mechanics in a strike that stopped the freight service of the whole Southwestern system.

Chicago Strike of 1894.

The next important railroad strike was that is still known as the "Chicago Strike," which developed in the summer of 1894 while President Cleveland and Congress were engaged in a discussion of the tariff question. Like the preceding instances it was brought about by a reduction of wages due to depression of business following the panic of 1893. The trouble had its inception at the plant of the Pullman Palace Car Company, and a sympathetic strike of railroad employees arose from the fact that nearly 4,000 employees of the Pullman company belonged to the American Railway Union, of which Eugene V. Debs was president.

The strike started on June 26 with the refusal of a switchman to attach a Pullman car to a train which was making up, and when this man was discharged all switchmen struck. The strike quickly spread to other branches of the service, causing an almost complete paralysis of a number of roads. The ramifications extended throughout the West, but the trouble was most felt in Chicago.

The first interference by the national government came as a result of President Cleveland's determination that the United States mails should not be interfered with. They were generally carried by fast trains to which Pullman cars were attached. Mr. Cleveland determined upon a course after he had been assured by Richard Olney, Attorney-General, that it would not overstep the limits set by the Constitution. Meantime Mr. Olney, through the United States Attorney, marshals and other officials, compiled accurate information as a basis upon which to work. He empowered the marshals to engage a large number of deputies, and directed the District Attorney to apply to the courts for injunctions.

Cleveland's Firm Stand.

On July 2 a sweeping injunction was granted against Debs and his associates in the American Railway Union restraining them from obstructing the mails. It was reported that President Cleveland declared that "if it took every dollar in the Treasury and every soldier in the United States to deliver a postcard to Cleveland that postcard should be delivered."

Soon the strike became a riot, the strikers being encouraged by the attitude of Gov. John P. Altgeld, who opposed

the appearance of Federal troops on the scene and was generally regarded as a sympathizer with the forces of disorder. City police and deputy marshals were unable to preserve order, but President Cleveland, who had been preparing for the emergency, ordered 2,000 United States troops into Chicago. Attorney-General Olney, with the approval of the President, sent the following telegram to all United States Attorneys in the State of California where the transportation of mails between San Francisco and Portland, San Francisco and Los Angeles and San Francisco and Ogden was at a standstill:

"Washington, June 28, 1894.

"See that the passage of regular trains carrying United States mails in the usual and ordinary way, as contemplated by the act of Congress and directed by the Postmaster-General, is not obstructed. Procure warrants or any other available process from United States courts against any and all persons engaged in such obstructions, and direct the marshal to execute the same by such number of deputies or such posse as may be necessary."

Almost immediately the entire garrison of Fort Sheridan—infantry, cavalry and artillery—was ordered to the lake front at Chicago and a message sent to the United States Attorney at Chicago to the effect that some action became necessary to use United States troops they would be used "promptly and decisively."

Cleveland's Action Praised.

On July 8 President Cleveland issued a solemn proclamation of warning, and as simple reinforcements of regulars were immediately available, the situation was checked. On July 10 Debs was arrested upon an indictment charging complicity in obstructing the United States mails, and three days later the strike was practically broken.

The only other important railroad strike the country has witnessed was the outburst of 1920, when the strikers were defeated and either went back to work or sought other jobs.

NEW HAVEN EMPLOYEES
HEAR PRESIDENT'S AID

Col. Hines Thinks Rail Association Will Solve Problems.

Seven hundred employees of the New York, New Haven and Hartford Railroad attended the annual dinner last night of the Cable Club, a Masonic order, in the Hotel Astor. Most of the diners were members of the brotherhoods that have threatened to strike October 30. Edward J. Pearson, president of the road, was present. He was the principal speaker, but was in Chicago to attend a meeting of the Association of Railroad Executives, and sent Col. Charles Hines, his state adviser, to take his place.

Remarks by Col. Hines were interpreted by the diners as having a bearing on the present railroad situation. He asserted:

"Like an army in warfare the railroad's chief thing is to keep its communications constant and clear. The navy and marines do not have to worry about the weather. It is for them, but for the railroads there are bridges and apparatus to be kept going. It is clearly a case of survival of the fittest. Communication must be maintained, or else the country would be in a worse state than it is now. The railroads are more dependent on others than previously."

Asserting that he was an "incorrigible optimist," Col. Hines said he thought "the associations of railroad men were sane enough to find a solution and to cope with any problems that may face them."

STRIKE SURE, NO BLUFF;
SAYS BUFFALO LEADER

Cashen Busy Sending Orders to All Switchmen.

BUFFALO, Oct. 16.—"It is no bluff on our part. We have already sanctioned the strike order and it has gone out, and the railroads of the country will be at a standstill on the morning of October 30 as surely as the sun will rise," said T. W. Cashen, president of the Switchmen's Union of North America, here to-night.

Mr. Cashen spent the day at the headquarters of the switchmen's union getting out instructions for the men who will direct the strike of the switchmen. On Wednesday he will go to Cleveland, where the chiefs of the four big railroad unions will have their headquarters during the strike. He decided to make public a copy of the official strike call.

STRIKE DAY UNCERTAIN
ON I. AND G. N. LINES

May Be Held Off to Oct. 30,
Says R. D. Frame.

SAN ANTONIO, Oct. 16.—R. D. Frame, general chairman of the Brotherhood of Railway Trainmen of the International and Great Northern lines, said to-day that the exact date for the strike was still uncertain. He said that the strike, as far as he knew, would be held off to October 30, as previously announced, or whether they will wait until October 26, the date set for the general walkout, depends upon information expected from E. B. Thompson, president of the local Order of Railway Conductors of the International and Great Northern lines, who will return to-morrow from Chicago, he said.

Providing no specific instructions are received from President W. G. Lee of the trainmen, between now and next Sunday, the walkout will be postponed until October 30, according to Mr. Frame.

HARDING ONLY HOPE
NOW, ASSERTS HEALY

Union Chief Says He Alone
Can Avert Strike.

MINNEAPOLIS, Oct. 16.—The President of the United States is the only person who can now avert a strike of railroad workers in the United States on October 30, Timothy Healy, president of the International Brotherhood of Stationary Firemen and Oilers, stated to-night.

"Railroad men are determined to strike to a man," Mr. Healy said. "So intense is the feeling that it will be difficult to keep sufficient men at work to protect property. We aim to do it."

"The railroad men are not against the reduction in wages, but the encroachments upon their rights which have been put into effect by the various railroad systems," Mr. Healy said.

PLANS TRADE AGREEMENT.

Japanese Envoy Coming With Proposal on World Commerce.

By the Associated Press.

Tokyo, Oct. 16.—Formation of a commercial association to develop world commerce by diminishing competition by agreement as far as possible is one of the objects of the visit to America of Baron Shibusawa, president of the Tokyo Chamber of Commerce. Great Britain, the United States and Japan would be members of the proposed association, which also would contain reciprocity in customs. It is declared by leading newspapers here.

New York and London would be headquarters of the organization, and joint committees appointed by the three countries would work in carrying out the plan.

HARDING ONLY CAN STOP THEM, MEN SAY

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ters of his brotherhood, though his chief, W. S. Carter, had not yet arrived from Chicago. F. A. Burgess, E. G. Wills and L. G. Griffing, all officials of the engineers' brotherhood, are also here.

Warren S. Stone, president of the Brotherhood of Locomotive Engineers, L. E. Sheppard, president of the Order of Railway Conductors, and T. C. Cashen, head of the Switchmen's Union of North America, are still in Chicago, but will be in Cleveland to-morrow to begin work. Mr. Cashen will remove his headquarters from Buffalo to Cleveland, and Mr. Sheppard will come from Cedar Rapids, Iowa.

Elaborate arrangements have been made to protect the organization from the work of spies when the strike becomes effective. Code messages have been made up.

If these messages are received by the general chairman between now and October 30 it will mean that the strike has been called off. In this arrangement there is no provision for a postponement in case President Harding should call a conference which has not yet reached any decision by October 30.

Profit by One Strike Mistake.

This arrangement is the result, it is said, of a strike several years ago, that was ruined by the receipt of messages on its eve that the call was off and the men were to return to work.

Though the strike is against the 12½ per cent. wage cut already announced by the labor board, the railway executives are acting in announcing that they would ask for another reduction had a marked effect in causing the mailing of the orders, it was said by the brotherhood representatives.

Mr. Lee made it plain a few days ago that he had used his influence to avert a walkout over the 12½ per cent. reduction, but the action of the executives blocked that.

He took the position that if a pledge was obtained from the executives that no further reductions would be asked, no workers could afford to remain on their jobs.

No such conciliatory attitude was met with at the recent Chicago conference, however, it is understood.

The catapult consists of a carriage moving on tracks. Motive power will be used to start the plane along this track at a high rate of speed, so it shall have attained its minimum flying speed at the end of the deck. The momentum of the carriage is stopped by shock absorbers and suitable brakes.

A complete unit is now ready for installation and will be placed on a battleship for trial. If successful, arrangements have been made so that the "catapult" can be produced in quantity.

As the airplane cannot land on the deck of the vessel it will have to be provided with means of floating on the water, and will be lifted to the ship's deck by cranes, which will be part of the equipment. Each ship will have suitable repair shops, so that it will be a base for as many planes as it may carry.

The number of planes a single vessel will carry if the catapult is a success is not determined. Developments probably will be made so that a number of them can be carried, some of them assembled and others broken down, but ready to be taken together and launched on short notice.

The invention will not be a substitute for the regular airplane carrier, new vessel which the navy believes essential, for which Congress is to be asked for an additional appropriation.

SINN FEIN LEADERS
AT LONDON SERVICES

Irish Demonstration in Trafalgar; Another Planned.

LONDON, Oct. 16.—Arthur Griffith and Michael Collins of the Sinn Fein delegation, attended services to-day in the Church of Corpus Christi in Maiden Lane. There was an Irish demonstration this afternoon in Trafalgar Square, organized by a deputation of workers expelled last year from the Belfast shipyard. None of the Sinn Fein leaders was present. The speakers alleged that 2,000 Catholics were forced by Orangemen to quit work, and that none of them since the Irish of London will hold a demonstration in Trafalgar Square on the occasion of the anniversary of the death of hunger strike of Terence MacSwiney.

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